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SOURCE Narodna Krila.

NEW YUGOSLAV AMPHIBIOUS GLIDER

In February 1950, the nucleus of a construction bureau was formed in Zagreb, to work out the blueprints for the prototype of the "Split H-49" amphibious glider and verify the figures of Fran Branueli, a Zagreb technical student who conceived the basic plan. Other members of the bureau are Antun Cvetkovic, Ranko Efenberger, Borislav Vajic, Kreso Perapatic, Milojko Vucelic, and Emil Presl.

Designs for the wooden parts and the main fittings and controls of the "Split" are completed; and details of the hull and brakes are being finished. A frame for the fuselage and ribs for the wings are being built in the workshop set up by the bureau members. It is estimated that the "Split" will be completed in May 1951.

The "Split" is the second Yugoslav single-place amphibious glider; is entirely constructed of wood, and should have better characteristics than the "Jadran." The specifications are as follows: wing span, 18.5 meters; ratio of fuselage, length to width, 1:19.5; amount of fuselage taper, 1:2.8; profile NACA 2415 at the root, N 71 at wing tips; and length, 7.68 meters. The fuselage is a two-step hull, and two floats of 1.05 meters height fold mechanically into the wing.

The optimum soaring angle is 1:28.2 at a speed of 73.5 kilometers per hour, and the speed of descent 0.75 meters per second.

The minimum speed of descent is 0.65 meters per second, at 60.3 kilometers per hour; 1.25 meters per second, at 100 kilometers per hour, and 2.15 meters per second, at 120 kilometers per hour. Diving speed with brakes is reduced to 200 kilometers per hour.

Upon completion the "Split" will be tested in the Adriatic, possibly with the aid of the unfinished "TZ," plane which has a 130-horsepower engine. Instead of landing gear, pontoons of the Yugoslav "Aero 2H" seaplane would be installed to provide a tow plane for the amphibious glider.

Also being constructed is a light, single-place wooden plane, with a 30-horsepower "D" engine. The intention also is to train engine pilots and to fly a so-called "c" glider.

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Also being constructed is a light, single-place wooden plane, with a 30-horsepower "KDF" engine. The intention also is to train engine pilots and re-train so-called "C" glider pilots in the aeroclubs. The project may be completed by the end of 1950 and will be finished by spring 1951 at the latest.



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